

PATENT SPECIFICATION



Application Date: Nov. 27, 1924. No. 28,894 / 24. 247,680

Complete Left: Aug. 26, 1926.

Complete Accepted: Feb. 25, 1926.

PROVISIONAL SPECIFICATION.

Improvements in Governing Apparatus for Internal Combustion Engines.

I, RICHARD OLDHAM, of "Holmwood,"
Portland Place, Cleethorpes, in the
County of Lincoln, a British subject,
do hereby declare the nature of this
invention to be as follows:—

This invention relates to governing
apparatus for internal combustion
engines, and it has for its object
extremely simple apparatus for control-
ling the supply of oil or other liquid fuel
to the engine and will regulate the
quantity supplied to suit the speed at
which the engine is running.

In carrying out my invention, I
employ a perpendicular shaft rotatable
in suitable bearings, the said shaft being
driven by the crank shaft of the engine
through bevel or other suitable gearing.

Secured on such shaft is a strong collar
or the like provided with brackets or
arms in or to which are pivoted governor
weights, the said weights being provided
with inwardly projecting arms or mem-
bers and being connected by a spring or
springs preferably provided with suitable
tensioning means.

Mounted on the shaft above the collar
or the like provided with the brackets or
arms in or to which the weights are
pivoted, is a sleeve which is adapted to
slide up and down on the shaft but is
caused to rotate with the shaft by a key
on the shaft engaging a keyway in such
sleeve, or by any other suitable means,
the said sleeve being provided with an
annular recess in its periphery at or near
its lower end, the inwardly projecting
arms or members with which the weights
are provided being each provided at
their inner end with a strong pin or stud
which pins or studs project into the
annular recess in the sleeve, such sleeve
being also provided with a preferably
tapered key or the like which projects
from its periphery.

If desired, instead of providing the
shaft with a collar or the like provided
with brackets or arms in or to which the
governor weights are pivoted and secur-
ing such collar or the like on the shaft,
I may provide the shaft with a suitable
enlargement and secure the brackets or
arms to such enlargement. Instead of
providing the sleeve slidably mounted on
the shaft with an annular recess to
receive the pins or studs with which the
inner ends of the inwardly projecting
arms of the governor weights are pro-
vided, I may provide such sleeve with
slot-holes to receive such pins or studs.

The mechanism is enclosed in a suit-
able casing made in two or other suitable
number of pieces bolted or otherwise
suitably detachably connected whereby a
part, or parts can be readily removed to
allow of access being had to the mech-
anism, the bottom of the casing being
preferably provided with a ball or like
bearing which takes the thrust of the
shaft.

In operation, as the shaft rotates, the
governor weights carried thereby swing
outwardly and cause the inwardly pro-
jecting arms with which the said weights
are provided to press down the sleeve
slidable on the shaft, the tapered key or
the like on the periphery of which sleeve
as such sleeve rotates with the shaft,
pushes a suitably located rod or plunger
which pushes a device which in turn
pushes the stem of the plunger of the
liquid fuel pump. As the speed of
the engine increases, the arms of the
governor weights press the sleeve pro-
vided with the tapered key or the like
further down on the shaft and as the said
key or the like is tapered, the
lower the sleeve is pressed the shorter
are the pushes administered by the key
or the like, on the rod or plunger and

[Price 1/-]

consequently on the plunger of the pump, with the result that the quantity of oil or liquid fuel pumped is correspondingly less, until, on the speed of the engine slackening, the swing of the governor balls decreases, the sleeve provided with the key or the like rises on the shaft, and the key thereof administers longer pushes to the rod or plunger through which, longer pushes

are administered to the plunger of the pump with the result that the length of stroke of the pump plunger is increased and the charge of oil or other liquid fuel is correspondingly increased.

Dated the 26th day of November, 1921.

LOUIS E. KIPPAX,
Gough Chambers, Savile Street, Hull,
Patent Agent for the Applicant.

COMPLETE SPECIFICATION.

Improvements in Governing Apparatus for Internal Combustion Engines.

20 I, RICHARD OLDHAM, of "Holmwood,"
Portland Place, Cleethorpes, in the
County of Lincoln, a British subject,
do hereby declare the nature of this
invention and in what manner the same
25 is to be performed, to be particularly
described and ascertained in and by the
following statement:—

This invention relates to governing
apparatus for internal combustion
30 engines and more especially those of the
Diesel or semi-Diesel type, and it has for
its object extremely simple apparatus for
controlling the supply of oil or other
liquid fuel to the engine whereby the
35 quantity of fuel supplied will be regu-
lated to suit the speed at which the
engine is running.

In carrying out my invention, I
40 employ a perpendicular shaft rotatable
in suitable bearings, the said shaft being
driven by the crank shaft of the engine
through bevel or other suitable gearing.

Secured on such shaft is a strong collar
45 or the like provided with brackets or
arms in or to which are pivoted governor
weights, the said weights being provided
with inwardly projecting arms or mem-
bers and being, if desired, connected by
50 a spring or springs which may be pro-
vided with suitable tensioning means.

Mounted on the shaft, above the collar
or the like provided with the brackets or
arms in or to which the weights are
55 pivoted, is a sleeve which is adapted to
slide up and down on the shaft but is
caused to rotate with the shaft by a key
on the shaft engaging a keyway in such
sleeve, or by any other suitable means,
60 the said sleeve being provided with an
annular recess in its periphery at or near
its lower end, the inwardly projecting
arms or members with which the weights
are provided being each provided at its
65 inner end with a strong pin or stud,
which pins or studs project into the
annular recess in the sleeve, such sleeve

being also provided with a preferably
tapered key or the like which projects
from its periphery.

If desired, instead of providing the
shaft with a collar or the like provided
with brackets or arms in or to which the
governor weights are pivoted and secur-
ing such collar or the like on the shaft,
I may provide the shaft with a suitable
70 enlargement and secure the brackets or
arms to such enlargement.

Instead of providing the sleeve slidably
mounted on the shaft with an annular
recess and employing bent weighted
pivoted levers the top ends of which are
provided with pins or studs which work
in such annular recess, I may pivot two
75 pairs of links to lugs on such sleeve, the
said pairs of links being pivoted respec-
tively to two weighted levers which are
in turn pivoted to lugs on the fixed collar
on the perpendicular shaft.

If desired, instead of the weights
being connected by springs, a helical
80 spring may be arranged around the per-
pendicular shaft between the fixed collar
and the slideable sleeve.

The mechanism is enclosed in a suit-
able casing made in two or other suitable
number of pieces bolted or otherwise
suitably detachably connected whereby a
part, or parts can be readily removed to
allow of access being had to the mech-
anism, the bottom of the casing being
95 preferably provided with a ball or like
bearing which takes the thrust of the
shaft.

In the casing is mounted a slideable rod
or the like and pivoted to the casing in
proximity to such rod or the like is an
angle-shaped member under the hori-
zontal limb of which is arranged the
plunger of the fuel pump, the tapered
key on the shaft of the governor at each
105 rotation of the shaft forcing the slideable
rod or the like forward so causing it to
tilt the pivoted angle-shaped member the

horizontal limb of which presses on the top of the plunger of the fuel pump so effecting the pumping of the oil or liquid to the engine.

5 Having thus stated the object and described the nature of my invention, I will now proceed to describe my said invention in greater detail and in so doing will refer to the accompanying 10 two sheets of explanatory drawings of which Fig. 1 is a front elevation of engine governing apparatus in accordance with my invention, parts of the casing of the apparatus being broken away, Fig. 2 is a view of the portion of the shaft with the slidable sleeve, fixed collar and the weighted levers mounted thereon, removed from the casing, taken in the direction of the arrow in Fig. 1, 15 2) and Fig. 3 is a plan view of Fig. 2.

Fig. 4 is a similar view to Fig. 1 but of a slightly modified construction of the apparatus, and Fig. 5 is a similar view to Fig. 2 but of the modified construction of the apparatus shown at Fig. 4.

Referring first to Figs. 1 to 3 inclusive of the drawings, A is a casing made in two portions as shown, and removably secured together by any suitable means, 3 as for example, by screws a, the said casing being provided at the bottom with a hollow stem a¹, B is a perpendicular shaft which extends through the centre of the casing A, the lower portion of 35 which shaft is rotatable in the hollow stem a¹ of the casing and the top end in the tubular portion a² at the top of the casing, C being a bevel wheel keyed or otherwise secured on the bottom of the 40 said shaft, and D is a horizontal shaft driven by the crank-shaft of the engine by any suitable means such as a bevel wheel on such crank shaft, d being a bevel wheel on the shaft D, the said 45 wheel d gearing with the bevel wheel C on the perpendicular shaft B.

E is a sleeve mounted on the upper portion of the perpendicular shaft B and 50 slidable up and down thereon but is caused to rotate with the shaft by a key b fitted in the shaft engaging a keyway in the said sleeve, e being an annular recess formed in the lower end of the sleeve and e¹ a perpendicular inclined and tapered 55 key or pecker secured to the periphery of the sleeve.

F is a collar secured on the shaft B a suitable distance below the sleeve E by a pin f, the said collar being provided 60 with diametrically oppositely situated inclined arms f¹, f² shown bifurcated at the top, see more especially Figs. 2 and 3, and G, G¹ are two arms pivoted, one in the bifurcated top end of the arm f¹ 65 and the other in the bifurcated top end

of the arm f² carried by the collar F, the pivoted arm G being provided at its outer end with a weight g and at its inner and top end with a pin or stud g¹ which projects into the annular recess e in the lower end of the sleeve E, the pivoted arm G¹ being similarly provided at its outer end with a weight g² and at its inner and top end with a pin or stud g³, the inner top ends of the arms G, G¹ being bent outwardly as shown to pass one at one side and the other at the opposite side of the shaft B whereby the pins or studs g¹, g³ carried by such ends are located in opposite sides of the annular groove in the lower portion of the sleeve E.

g⁴, g⁵ are two spiral springs which connect the weights g, g² of the pivoted arms G, G¹ and tend to draw such weights towards the shaft.

H is an anti-friction bearing arranged in the inside of the bottom of the casing A and on which the collar F rests and rotates, the said bearing taking the 90 downward thrust of the shaft.

J is a rod or bar preferably square in cross section which passes through and is slidable in a correspondingly shaped bush a² fitted in a hole in the upper and removable portion of the casing A, the inner end of the rod or bar being forked, j is a small wheel arranged in the forked inner end of the rod or bar, the said wheel being rotatable on a pin j¹ passed through the forked end of the rod or bar, such wheel being shown as having a bevelled periphery, and j² is a pin passed through the outer end of the rod or bar to limit the inward movement of such rod or bar.

K is an angle-shaped member pivoted between lugs on the upper and removable portion of the casing A, one lug k only being seen, see Fig. 1, and L indicates the fuel pump the top of the plunger l of which is situated directly under the horizontal limb of the pivoted angle-shaped member K which bears on the same.

In operation, as the shaft B driven by the shaft D from the crank shaft of the engine, rotates, the weights g, g² of the bent pivoted arms G, G¹ swing outwardly and the pins or studs g¹, g³ carried by the inner ends of such pivoted arms by engaging the annular recess e in the slidable sleeve E pull down or push up the said sleeve depending upon the speed at which the shaft B is rotating.

As the sleeve rotates the tapered key or pecker e¹ fitted thereto rotates with it and at each rotation comes in contact with the wheel j mounted in the inner end of the rod or bar J slidable in the

70

75

80

85

90

95

100

105

110

115

120

125

130

removable upper portion of the casing A and forces such rod or bar forwards and causes its outer end to push the perpendicular limb of the pivoted angle-shaped member K forward which tilts such angle-shaped member with the result that the horizontal limb thereof presses on the top of the plunger l of the fuel pump L and forces down such plunger 10 which pumps the necessary charge of oil or other liquid fuel to the engine.

As the speed of the engine increases, the weights fly further outwards with the result that the pins or studs g^1 , g^2 carried by the ends of the weighted arms G, G^1 press the sleeve E provided with the tapered key or pecker e^1 further down on the shaft B and as the said key or pecker is tapered, the lower the sleeve is 15 pressed the shorter are the pushes administered by the key or pecker on the rod or bar J, and consequently on the plunger of the pump L with the result that the quantity of oil or liquid fuel 20 pumped to the engine is correspondingly less, until, on the speed of the engine slackening, the swing of the weights decreases, the sleeve provided with the key or pecker moves upwardly on the shaft, and the key or pecker thereof administers longer pushes to the rod or bar through which longer pushes are 25 administered to the plunger of the pump with the result that the length of stroke of the pump plunger is increased and the charge of oil or other liquid fuel pumped to the engine is correspondingly increased.

Referring now to Figs. 4 and 5 of the drawings which show a slightly modified form of connection between the collar F secured on the shaft B and the sleeve E slidable vertically on the said shaft, f^3 and f^4 are two pairs of diametrically 30 oppositely situated lugs with which the collar F is provided, and e^2 , e^3 are two diametrically oppositely situated lugs with which the slidable sleeve E is provided, M, M^1 are two levers the bottom 35 ends of which are pivoted between the pair of lugs f^3 and the pair of lugs f^4 respectively on the collar F, the said levers having weights m , m^1 at their top ends, and N, N^1 are two pairs of links 40 the top ends of which are pivoted to the lugs e^2 , e^3 on the sleeve E and the bottom ends of which are pivoted to the weights m , m^1 of the pivoted levers M, M^1 . O is a suitably strong spiral spring 45 arranged on the shaft B between the fixed collar F and the slidable sleeve E for supporting the slidable sleeve, the said spring yielding to the downward pressure of the sleeve on the sleeve being 50 pulled down by the swinging outwardly

of the pivoted weights and assisting in causing the upward movement of the sleeve as the outward swing of the weights lessens as a result of the speed of rotation of the shaft decreasing.

The operation of the apparatus is substantially the same as that described with reference to the apparatus illustrated at Figs. 1 to 3 inclusive of the drawings.

Having now particularly described and ascertained the nature of my said invention and in what manner the same is to be performed, I declare that what I claim is:—

1. Apparatus for regulating the supply of oil or other liquid fuel to internal combustion engines according to the speed at which the engine is running, characterised by a rotatable perpendicular shaft driven by any suitable means by the engine, a collar secured on the rotatable shaft, and a sleeve so mounted on the shaft above the said fixed collar as to be rotatable with the shaft but to be adapted to slide up and down thereon within suitable limits, the said fixed collar and the slidable sleeve being connected by pivoted members suitably weighted which are adapted to swing outwardly against the action of a spring or springs on the perpendicular shaft rotating and carrying the fixed collar and the slidable sleeve around with it, the slidable sleeve being provided on its periphery with a perpendicular inclined key or pecker, a casing which encloses the fixed collar, the weighted pivoted members the slidable sleeve and the portion of the shaft provided with the same, and has a hollow stem in which the lower portion of the shaft rotates, a rod or bar slidable in an aperture in one side of the casing and adapted to be pressed outwardly by the inclined key or pecker of the sleeve slidable on the perpendicular shaft as such key or pecker rotates with the sleeve, an angle-shaped member pivoted in lugs on the outside of the casing, the perpendicular limb of which member is adapted to be pushed by the rod or bar slidable in the aperture in the side of the casing to tilt such member and cause the horizontal limb thereof to force down the plunger of the oil or like fuel pump which is arranged below the said horizontal limb.

2. In apparatus according to Claim 1, springs connected to the weights g , g^2 in the arrangement illustrated at Figs. 1 to 3 inclusive of the drawings, for the purpose set forth.

3. In apparatus according to Claim 1, or to Claim 2, a wheel arranged in the inner end of the rod or bar for receiving

70

75

80

85

90

95

100

105

110

115

120

125

the blows given by the key or pecker of the slideable sleeve mounted on the perpendicular shaft.

4. The improved apparatus for regulating the supply of oil or other liquid fuel to internal combustion engines, substantially as hereinbefore described with reference to Figs. 1 to 3 inclusive of the

accompanying drawings, or modified as described with reference to Figs. 4 and 10 5 thereof, and operating as set forth.

Dated the 25th day of August, 1925.

LOUIS E. KIPPAX,
Gough Chambers, Savile Street, Hull,
Patent Agent for the Applicant. 15

FIG. I

[This Drawing is a reproduction of the Original on a reduced scale.]

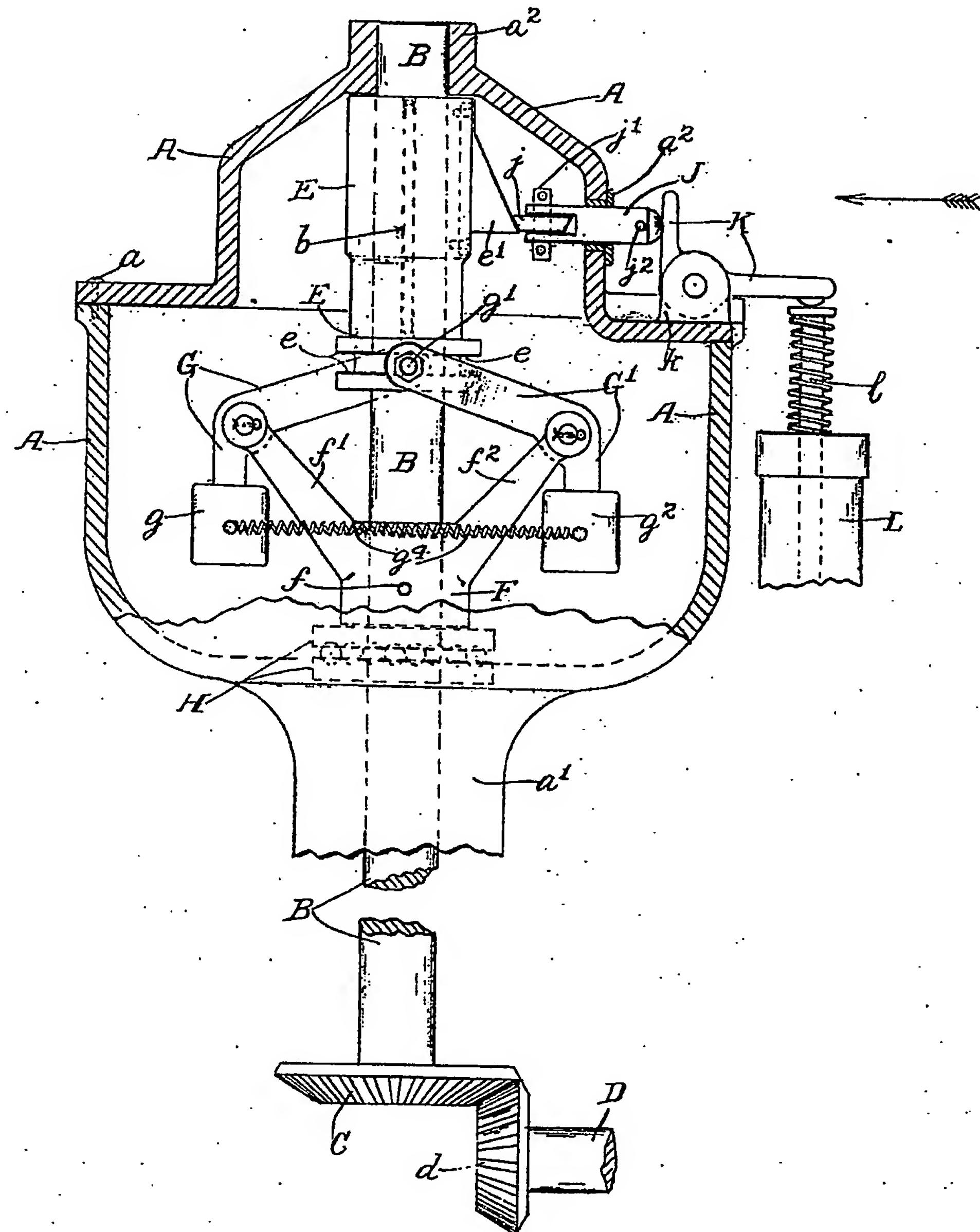


FIG. 2.

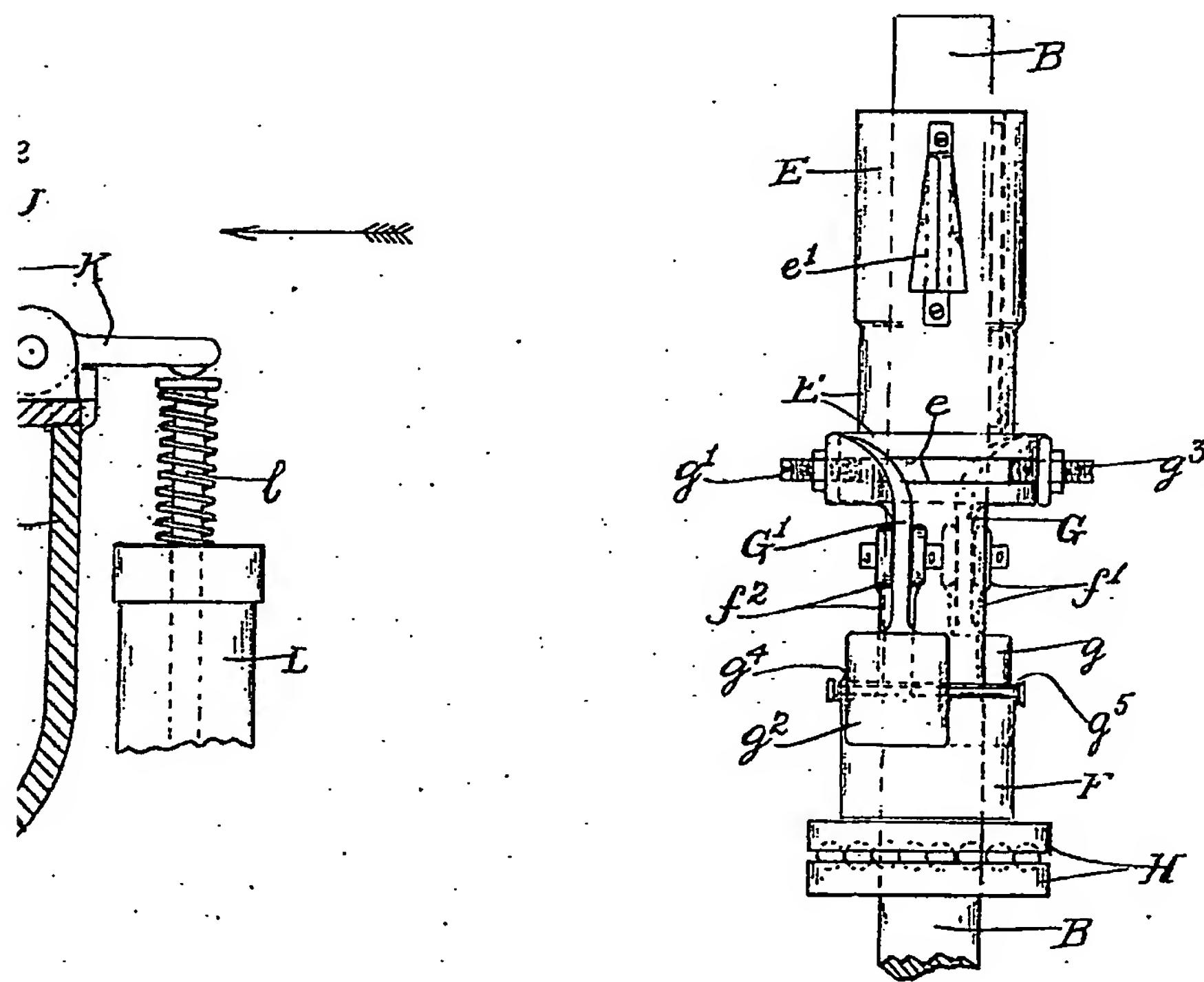


FIG. 3.

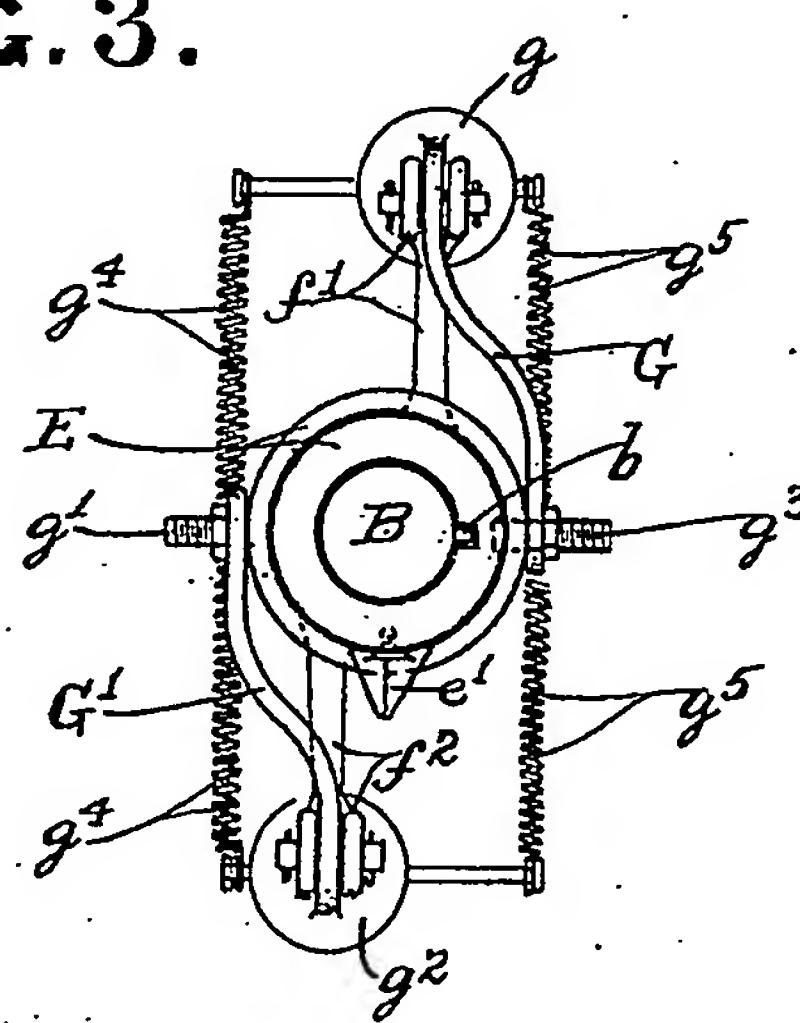


FIG. 1

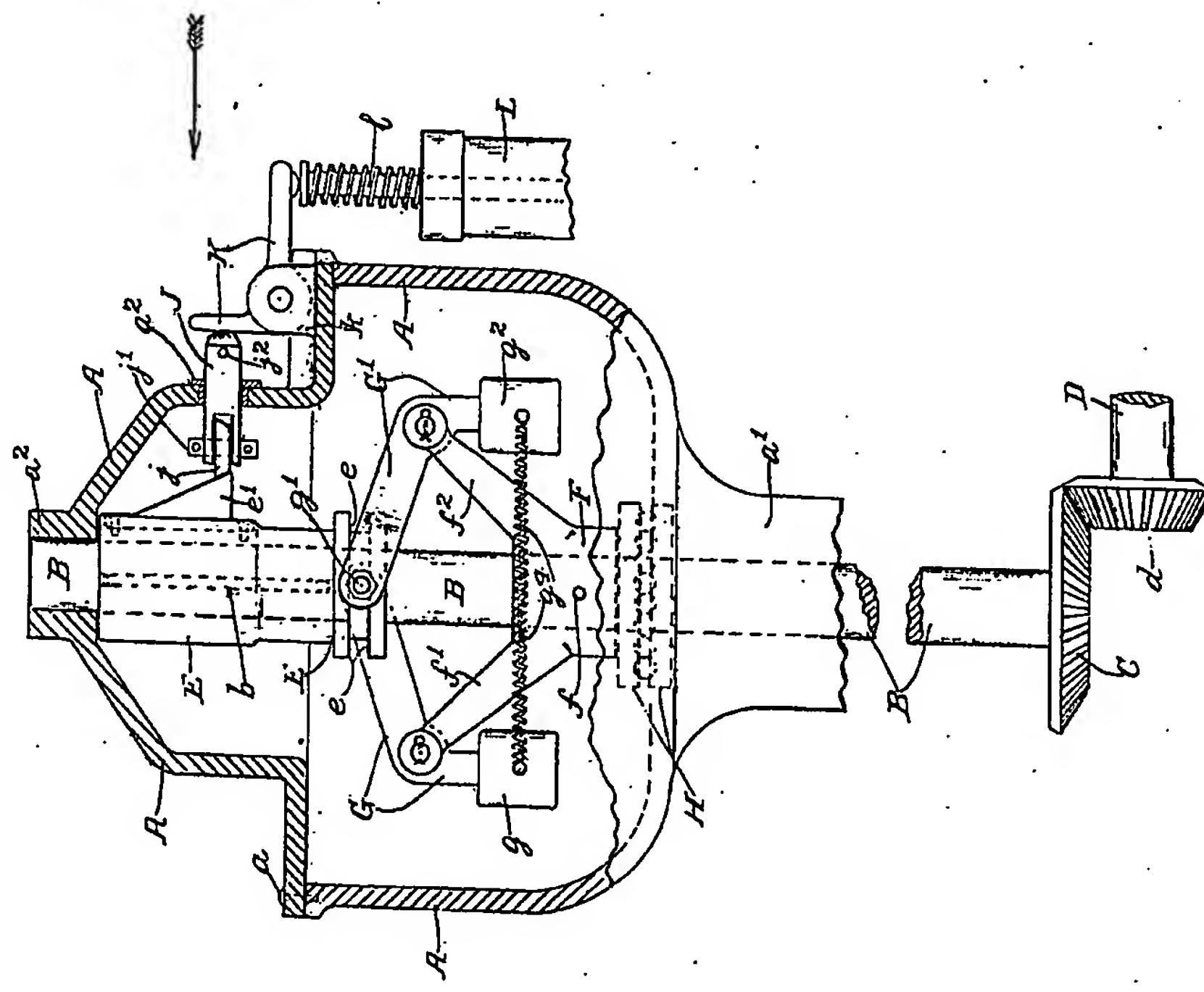


FIG. 2.

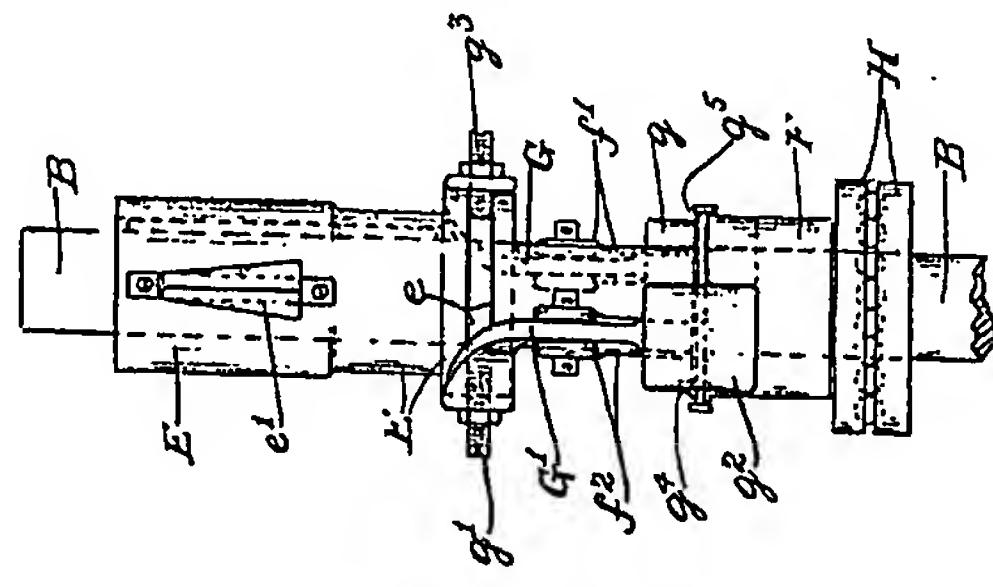


FIG. 3.

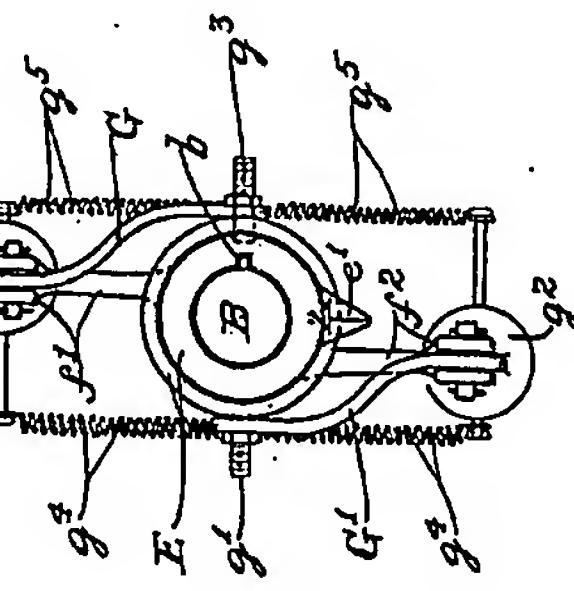


FIG. 4.

[This Drawing is a full-size reproduction of the Original.]

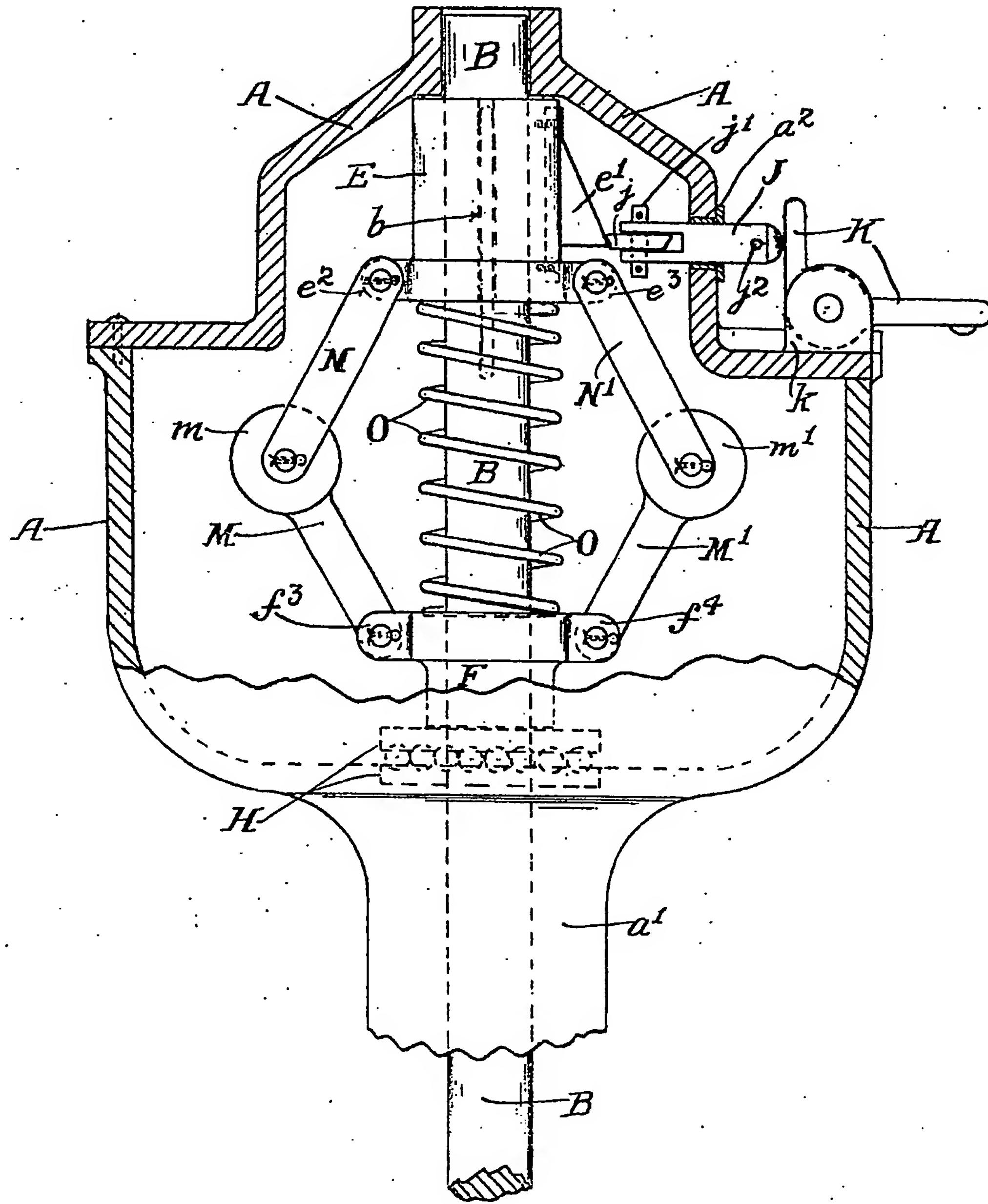


FIG. 5.

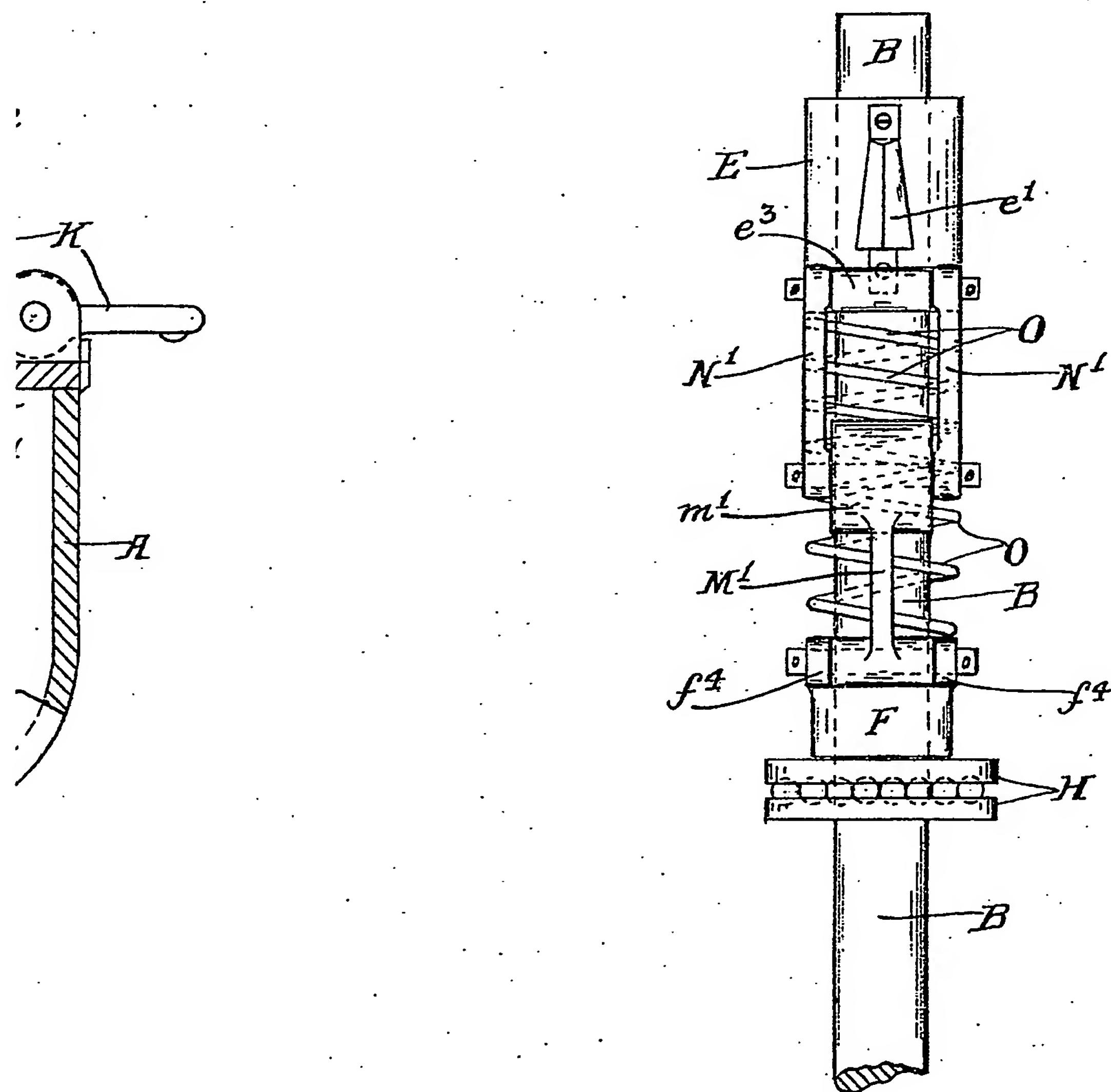


FIG.4.

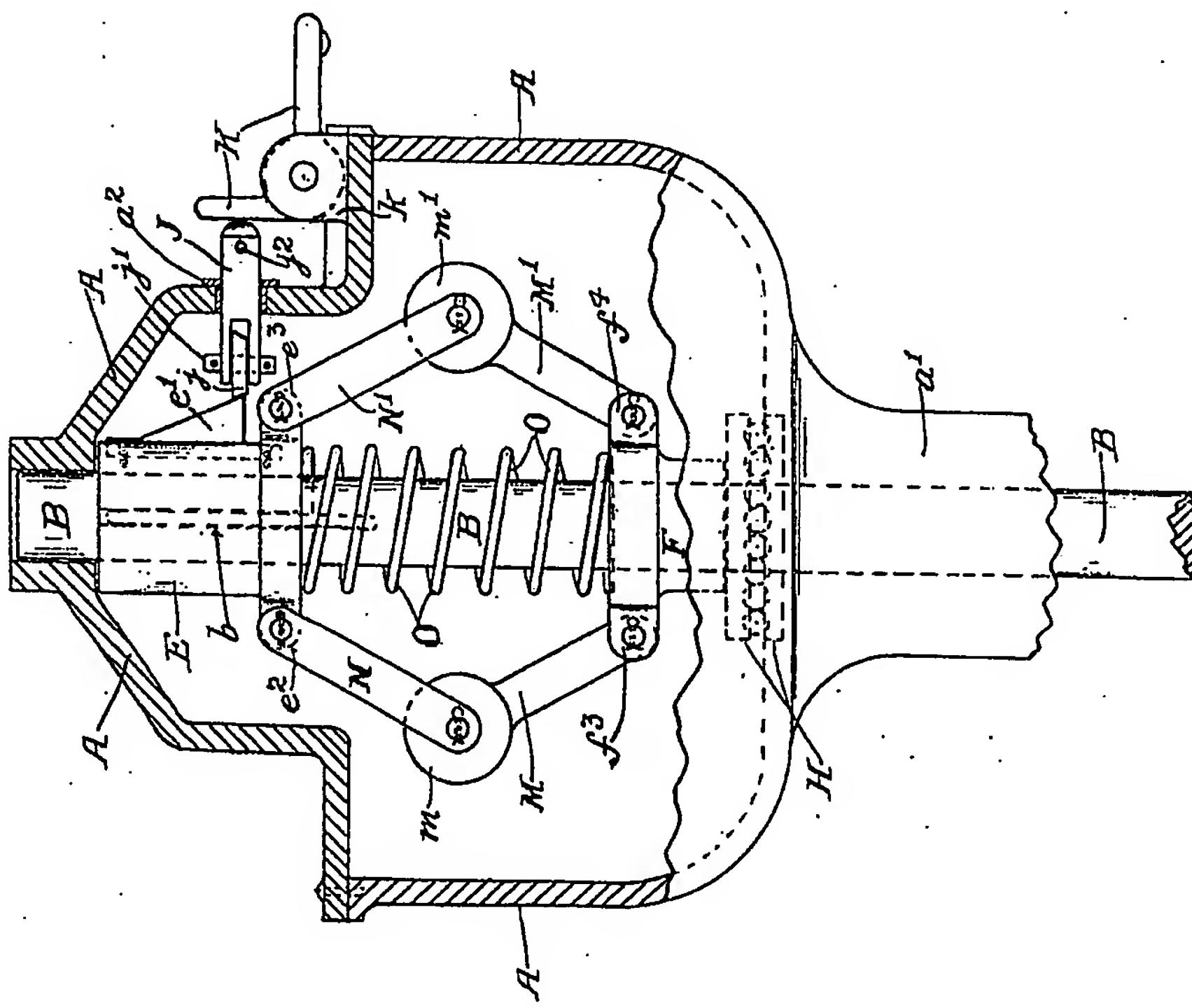
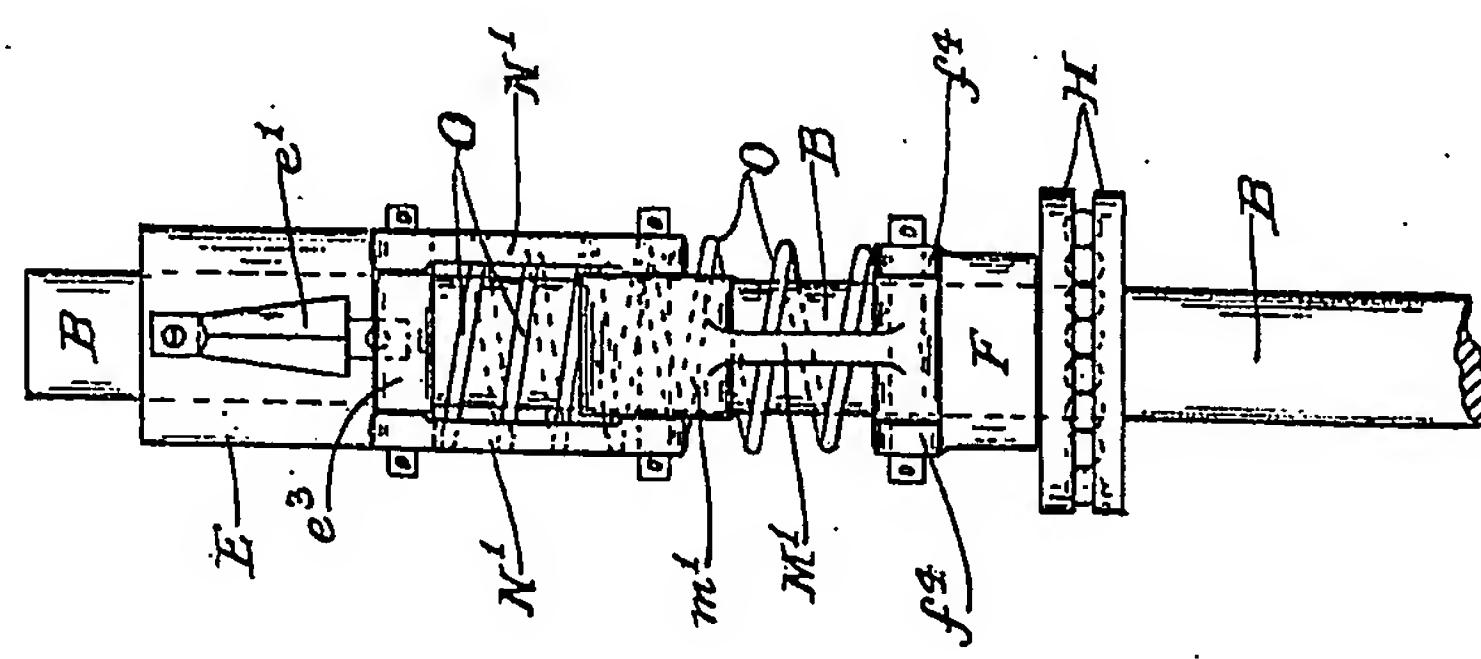


FIG.5.



This Page is Inserted by IFW Indexing and Scanning
Operations and is not part of the Official Record

BEST AVAILABLE IMAGES

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images include but are not limited to the items checked:

- BLACK BORDERS**
- IMAGE CUT OFF AT TOP, BOTTOM OR SIDES**
- FADED TEXT OR DRAWING**
- BLURRED OR ILLEGIBLE TEXT OR DRAWING**
- SKEWED/SLANTED IMAGES**
- COLOR OR BLACK AND WHITE PHOTOGRAPHS**
- GRAY SCALE DOCUMENTS**
- LINES OR MARKS ON ORIGINAL DOCUMENT**
- REFERENCE(S) OR EXHIBIT(S) SUBMITTED ARE POOR QUALITY**
- OTHER: _____**

IMAGES ARE BEST AVAILABLE COPY.

As rescanning these documents will not correct the image problems checked, please do not report these problems to the IFW Image Problem Mailbox.